

## CHAPTER 4.1 PARKING, LOADING, AND ACCESS REQUIREMENTS

### Section 4.1.10 - PURPOSES

The regulations in this chapter are established to provide appropriate location and design of parking and loading areas and appropriate location, design, and capacity of accesses. The parking requirements are intended to provide sufficient parking in close proximity to the various uses for residents, customers, and/or employees and to maintain traffic carrying capacity of nearby streets. These regulations apply to both motorized vehicles (hereafter called vehicles) and bicycles.

### Section 4.1.20 - GENERAL PROVISIONS

- a. **Provision and Maintenance** - The provision of required off-street parking for vehicles and bicycles, and loading facilities for vehicles, is a continuing obligation of the property owner. Building or other permits will be issued only after receipt of site plans drawn to a suitable scale that show the location of permanent parking and loading facilities. New vehicle and bicycle parking spaces shall be provided in accordance with the provisions of this Code.
- b. **Unspecified Requirements** - Vehicle and bicycle parking requirements for uses not specified in this chapter shall be determined by the Director based upon the requirements of similar uses.
- c. **New Structures** - When a structure is constructed, onsite vehicle and bicycle parking and loading spaces shall be provided in accordance with section 4.1.30 below.
- d. **Alteration of Existing Structures** - When an existing structure is altered to the extent that the existing use is intensified, vehicle and bicycle parking shall be provided in the amount required for such intensification.

When increased intensity requires no more than two additional vehicle spaces, no additional parking facilities shall be required. However, the effects of changes, additions, or enlargements shall be cumulative, and when the net effect of one or more changes generates a need for more than two spaces, they shall be provided in accordance with the provisions of this chapter. Additional spaces shall be required for the intensification but not for the original use. New vehicle and bicycle parking spaces shall be provided in accordance with the provisions of this Code.

- e. **Change in Use** - When an existing structure is changed from one use type to another, as listed in section 4.1.30, and the vehicle and bicycle parking requirements for each use type are the same, no additional parking shall be required. When the change in use requires no more than two additional vehicle and/or bicycle spaces, no additional parking facilities shall be required. However, where a change in use results in a requirement for more than two additional vehicle

and/or bicycle parking spaces, additional parking space shall be provided to compensate for the increased intensity of use. New vehicle and bicycle parking spaces shall be provided in accordance with the provisions of this Code.

- f. **Inoperative Motor Vehicles** - In any residential zone, all motor vehicles incapable of movement under their own power or lacking legal registration shall be stored in a completely screened space, garage, or carport.
- g. **Mixed Uses** - When several uses occupy a single structure or lot, the total required vehicle and bicycle parking shall be the sum of the requirements of individual uses. Exceptions to this provision for shared parking may be considered through the Planned Development process outlined in Chapter 2.5 - Planned Development.
- h. **Conflicting Parking Requirements** - When a building or use is planned or constructed in such a manner that more than one standard is applicable, the use that requires the greater number of parking spaces shall govern.
- i. **Availability of Parking Spaces** - Required vehicle and bicycle parking spaces shall be unobstructed, and available for the parking of vehicles and bicycles of residents, customers, patrons, and employees only. Required spaces shall not be used for storage of vehicles or materials, or for parking of vehicles or bicycles used in conducting the business or conducting the use, and shall not be used for sale, repair, or servicing of any vehicle or bicycle.
- j. **Location of Required Parking**
  - 1. **Vehicles**
    - (a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for duplexes and triplexes, provided that these spaces are within driveway areas designed to serve individual units in the duplexes and triplexes. Parking to the side of buildings is allowed in limited situations, as outlined in Chapter 4.10.
    - (b) Vehicle parking required for residential uses in accordance with RS-3.5, RS-5, RS-6, RS-9, RS-9(U), RS-12, and RS-12(U) zone provisions shall be provided on the development site of the primary structure. Except where permitted by section 4.1.50.02 below, required parking for all other use types in other zones, as well as residential uses developed in accordance with RS-20 and Mixed Use Residential provisions, shall be provided on the same site as the use or upon abutting property. Street right-of-way shall be excepted when determining contiguity, except on arterials, collectors, and

neighborhood collectors, where a controlled intersection is not within 100 ft. of the subject property.

2. **Bicycles** - Bicycle parking required for all use types in all zones shall be provided on the development site in accordance with section 4.1.70 below.

**k. Unassigned Parking in Residential Zones**

1. **Vehicles** - Multi-dwelling units with more than 10 required vehicle parking spaces shall provide unassigned parking. The unassigned parking spaces shall consist of at least 15 percent of the total required parking spaces and be located such that they are available for shared use by all occupants within the development.
2. **Bicycles** - Multi-dwelling units with more than 10 required bicycle parking spaces shall provide bicycle shared parking. The shared parking spaces shall consist of at least 15 percent of the total required parking spaces and be located such that they are available for shared use by all occupants within the development.

- l. Bedroom Size Determination** - Multi-dwelling units having a bedroom in excess of 160 sq. ft. shall provide added vehicle and bicycle parking of 0.5 parking spaces for each oversized bedroom.

- m. Fractions** - When the sum of the required vehicle and/or bicycle parking spaces is a fraction of a space, and the fraction is equal to or greater than 0.5, a space shall be required. If the fraction is less than 0.5, an additional space shall not be required.

- n. Assessment District Exemption** - Sites and structures located in a municipal parking assessment district shall not be subject to off-street parking facility requirements for vehicles.

- o. Maximum Parking Allowed** - No site shall be permitted to provide more than 30 percent in excess of the minimum off-street vehicle parking required by section 4.1.30 below, except as indicated in "p," below.

- p. Structured Parking Required** - For commercial, office, and industrial development with vehicle parking in excess of the minimum required, up to 200 unstructured vehicle parking spaces shall be allowed for each of the first three stories of structures within the development site, not to exceed the maximum parking allowed in "o," above. All non-required vehicle parking in excess of the 200 per story shall be located in underground or structured parking facilities. In such cases, the parking maximum may be increased to 50 percent in excess of the minimum off-street vehicle parking required by section 4.1.30 below. **Note:** When multiple structures are located on an individual development site, the parking associated with each floor of all structures on the development site shall be added together when calculating the threshold of 200 spaces per story in this provision. For this section,

required handicapped spaces do not count toward the minimum parking requirement.

**q. Parking Reduction Allowed**

1. A reduction of up to 10 percent of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located onsite or within 300 ft.
2. A reduction of up to 10 percent of required vehicle parking may be obtained through the provision of bicycle parking as follows:
  - (a) For every eight required bicycle parking spaces, required vehicle parking may be reduced by one space, up to the maximum of a 10 percent vehicle parking reduction; or
  - (b) For every four additional bicycle parking spaces provided over the minimum requirement, required vehicle parking may be reduced by one space, up to the maximum of a 10 percent vehicle parking reduction. Fifty percent of these additional bicycle parking spaces shall be covered, consistent with section 4.1.70.d.1.

Additional reductions of vehicle parking spaces may be granted through the Lot Development Option procedures in Chapter 2.12 or the Planned Development procedures in Chapter 2.5.

**r. Handicapped Parking Exception**

Required handicapped spaces do not count toward the maximum parking spaces allowed pursuant to sections 4.1.20.o and 4.1.20.p above.

**Section 4.1.30 - OFF-STREET PARKING REQUIREMENTS**

**a. Residential Uses Per Building Type**

1. **Single Detached and Single Attached (Zero Lot Line), and Manufactured Homes**
  - (a) **Vehicles** - 2 spaces per dwelling unit
  - (b) **Bicycles** - None required
2. **Duplex, Attached, and Multi-Dwelling**
  - (a) **Vehicles**
    1. Studio or Efficiency Unit - 1 space per unit
    2. 1 Bedroom Unit - 1 space per unit

- 3. 2 Bedroom Unit - 1.5 spaces per unit
- 4. 3 Bedroom Unit - 2.5 spaces per unit

(b) **Bicycles**

- 1. Studio or Efficiency Unit - 1 space per unit
- 2. 1 Bedroom Unit - 1 space per unit
- 3. 2 Bedroom Unit - 1.5 spaces per unit
- 4. 3 Bedroom Unit - 2 spaces per unit

The required bicycle parking may be located within a structure, in accordance with the provisions of section 4.1.70.

3. **Group Residential**

(a) **Vehicles**

- 1. Fraternities, sororities, cooperatives, and boarding houses - 3 spaces per 5 occupants at capacity (capacity to be based on criteria set forth in the Oregon Structural Specialty Code).
- 2. Retirement homes, intermediate care facilities, and halfway houses - 1 space per 3 persons for which sleeping facilities are provided (based on the maximum number of people to be accommodated).

(b) **Bicycles**

- 1. Fraternities, sororities, cooperatives, and boarding houses - 3 spaces per 5 occupants at capacity (capacity to be based on criteria set forth in the Oregon Structural Specialty Code).
- 2. Retirement homes, intermediate care facilities, and halfway houses - 10 percent of required vehicle parking or 2 spaces, whichever is greater.

4. **Group Care**

- (a) **Vehicles** - 1 space per 1,000 sq. ft. of gross floor area
- (b) **Bicycles** - 10 percent of required vehicle parking or 2 spaces, whichever is greater

b. **Civic Use Types**

Unless noted otherwise, number of spaces refer to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or 2 spaces, whichever is greater. However, where fewer than 3 vehicle spaces are required, then only one bicycle parking space shall be required.

1. **Administrative Services** - 1 space per 400 sq. ft. of gross floor area
2. **Community Recreation Buildings** - 1 space per 200 sq. ft. of gross floor area
3. **Cultural Exhibits and Library Services**
  - (a) **Vehicles** - 1 space per 200 sq. ft. of gross floor area
  - (b) **Bicycles** - 30 percent of required vehicle parking
4. **Day Care/Small Schools** - 2 spaces per classroom
5. **Hospitals** - 1 space per 1,000 sq. ft. of gross floor area
6. **Lodge, Fraternal, and Civic Assembly** - For that area without eating or drinking facilities - 1 space per 4 fixed seats (24 linear in. of bench shall be considered 1 seat). For that area with eating or drinking facilities - 1 space per 4 fixed seats or stools and one space per 50 sq. ft. of dining or drinking area where there are no fixed seats.
7. **Public Safety Services** - 2 spaces per bed (sleeping accommodations) or as per administrative service requirements.
8. **Religious Assembly** - 1 space per 4 fixed seats ( 24 linear in. of bench shall be considered 1 seat) and 1 space per 50 sq. ft. of public assembly area where there are no fixed seats.
9. **Schools**
  - (a) **Vehicles**
    - (1) **Preschool/Kindergarten** - 2 spaces per teacher
    - (2) **Elementary** - 2 spaces per classroom
    - (3) **Middle School/Junior High** - 3 spaces per classroom
    - (4) **Senior High, Vocational (or similar institutions), or University** - 6 spaces per classroom
  - (b) **Bicycles**
    - (1) **Preschool/Kindergarten** - 10 percent of required vehicle parking
    - (2) **Elementary** - 8 spaces per classroom
    - (3) **Middle School/Junior High** - 8 spaces per classroom
    - (4) **Senior High** - 8 spaces per classroom
    - (5) **Vocational (or similar institutions), or University** - 8 spaces per classroom, plus 25 percent of required vehicle parking

**c. Commercial Use Types (for accompanying office and indoor service areas)**

Unless noted otherwise, number of spaces refer to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or 2 spaces, whichever is greater. However, where fewer than 3 vehicle spaces are required, then only one bicycle parking space shall be required.

1. **Administrative and Professional Services** - 1 space per 400 sq. ft.
2. **Agricultural Sales** - 1 space per 400 sq. ft. of gross floor area for accompanying office and indoor service area
3. **Agricultural Services** - 1 space per 400 sq. ft. of gross floor area
4. **Animal Sales and Services**
  - (a) **Auctioning** - 1 space per 50 sq. ft. of gross floor area
  - (b) **Grooming** - 1 space per 400 sq. ft. of gross floor area
  - (c) **Horse Stables** - exempt
  - (d) **Kennels** - exempt
  - (e) **Stockyards** - 1 space per 5,000 sq. ft. of gross floor area
  - (f) **Veterinary** - 1 space per 400 sq. ft. of gross floor area
5. **Automotive and Equipment**
  - (a) **Cleaning** - 1 space per 400 sq. ft. of gross floor area
  - (b) **Fleet Storage** - 1 space per 400 sq. ft. of storage area
  - (c) **Repairs/Heavy Equipment** - 1 space per 800 sq. ft. of gross floor area
  - (d) **Repairs/Light Equipment** - 1 space per 400 sq. ft. of gross floor area
  - (e) **Sales/Rentals, Farm Equipment** - 1 space per 500 sq. ft. of gross floor area
  - (f) **Sales/Rentals, Heavy Equipment** - 1 space per 800 sq. ft. of gross floor area
  - (g) **Sales/Rentals, Light Equipment** - 1 space per 400 sq. ft. of gross floor area
  - (h) **Storage, Non-Operating Vehicles** - 1 space per 400 sq. ft. of gross floor area
  - (i) **Storage, Recreational Vehicles and Boats** - 1 space per 400 sq. ft. of gross floor area
6. **Building, Maintenance and Services** - 1 space per 400 sq. ft. of gross floor area
7. **Business Equipment Sales and Services** - 1 space per 400 sq. ft. of gross floor area

8. **Business Support Services** - 1 space per 400 sq. ft. of gross floor area
9. **Communication Services** - 1 space per 400 sq. ft. of gross floor area
10. **Construction Sales and Service** - 1 space per 400 sq. ft. of gross floor area
11. **Convenience Sales and Personal Services** - 1 space per 400 sq. ft. of gross floor area
12. **Eating or Drinking Establishments** - 1 space per 4 fixed seats or stools (24 lineal in. of bench shall be considered 1 seat) and 1 space per 50 sq. ft. of dining or drinking area where there are no fixed seats
13. **Explosive Storage** - 1 space per 5,000 sq. ft. of gross floor area
14. **Financial, Insurance, and Real Estate Services** - 1 space per 400 sq. ft. of gross floor area
15. **Food and Beverage Retail Sales** - 1 space per 400 sq. ft. of gross floor area
16. **Fuel Sales** - 1 space per 400 sq. ft. of gross floor area
17. **Funerals and Interment Services**
  - (a) **Crematory and Undertaking** - 1 space per 4 fixed seats (24 lineal in. of bench shall be considered 1 seat) and 1 space per 50 sq. ft. of public assembly area where there are no fixed seats
  - (b) **Interring and Cemeteries** - exempt
18. **Laundry Service** - 1 space per 400 sq. ft. of gross floor area
19. **Lodging Services**
  - (a) **Vehicles**
    - (1) Campground - 1 space per designated camping space
    - (2) Lodging - 1 space per guest room or suite
  - (b) **Bicycles**
    - (1) Campground - Exempt
    - (2) Lodging - 10 percent of required vehicle parking
20. **Medical Services** - 1 space per 200 sq. ft. of gross floor area

21. **Participant Sports or Recreation**
  - (a) **Vehicles**
    - (1) **Indoor**
      - (a) Bowling areas - 3 spaces per alley and 5 spaces as required for eating and drinking area
      - (b) All others - 1 space per 4 fixed seats (24 lineal in. of bench shall be considered 1 seat) for visitor seating and 1 space per 4 participants based on projected participant capacity
    - (2) **Outdoor**
      - (a) 1 space per 4 fixed seats (24 lineal in. of bench shall be considered 1 seat) for visitor seating and 1 space per 4 participants based on projected participant capacity
  - (b) **Bicycles** - 20 percent of required vehicle parking
22. **Personal Services, General** - 1 space per 400 sq. ft. of gross floor area
23. **Regional Shopping Center** - 1 space per 300 sq. ft. of gross floor area
24. **Repair Services, Consumer** - 1 space per 400 sq. ft. of gross floor area
25. **Research Services** - 1 space per 300 sq. ft. of gross floor area
26. **Retail Sales, Bulky Merchandise** - 1 space per 800 sq. ft. of gross floor area (e.g., furniture or motor vehicles)
27. **Retail Sales, General** - 1 space per 400 sq. ft. of gross floor area
28. **Scrap Operations** - 1 space per 400 sq. ft. of gross floor area
29. **Spectator Sports and Entertainment**
  - (a) **Vehicles** - 1 space per 4 fixed seats (24 in. of bench shall be considered 1 seat) and 1 space per 50 sq. ft. where there are no fixed seats
  - (b) **Bicycles** - 20 percent of required vehicle parking
30. **Swap meets** - 1 space per 4 fixed seats (24 in. of bench shall be considered 1 seat) and 1 space per 50 sq. ft. where there are no fixed seats
31. **Technical Support Center** - 1 space per 150 sq. ft. of gross floor area

32. **Telemarketing Center** - 1 space per 150 sq. ft. of gross floor area
33. **Wholesaling, Storage, and Distribution** - 1 space per 5,000 sq. ft. of gross floor area

**d. Industrial Use Types**

Unless noted otherwise, number of spaces refer to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or 2 spaces, whichever is greater. However, where fewer than 3 vehicle spaces are required, then only one bicycle parking space shall be required.

1. **Limited Manufacturing** - 1 space per 400 sq. ft. of gross floor area or 1 space per employee on the largest shift, whichever is greater
2. **Technological Production, General Industrial, Intensive Industrial** - 1 space per 1,000 sq. ft. of gross floor area or 1 space per employee on the largest shift, whichever is greater

**e. Agricultural Use Types** - exempt

**f. Extractive Use Types** - exempt

**Section 4.1.40 - STANDARDS FOR OFF-STREET PARKING AND ACCESS**

All off-street parking facilities, vehicle maneuvering areas, driveways, loading facilities, accessways, and private streets shall be designed, paved, curbed, drained, striped, and constructed to the standards set forth in this section and the City's Off-Street Parking and Access Standards, established by and available through the City Engineer and amended over time. A permit from Development Services Division shall be required to construct parking, loading, and access facilities, except for single detached, duplexes, single attached, attached, and manufactured dwellings.

**a. Access to Arterial, Collector, and Neighborhood Collector Streets**

1. Off-street facilities shall be designed and constructed with turnaround areas to prevent back-up movement onto arterial streets.
2. Location and design of all accesses to and/or from arterial, neighborhood collector, and collector streets (as designated in the Corvallis Transportation Plan) are subject to review and approval by the City Engineer. Accesses shall be located a minimum of 150 ft. from any other access or street intersection. Exceptions to this may be granted by the City Engineer. Evaluations of exceptions shall consider the posted speed for the street on which access is proposed, constraints due to lot patterns, and effects on the safety and capacity of the adjacent public street, bicycle, and pedestrian facilities.

3. When developed property will be expanded or altered in a manner that significantly affects onsite parking or circulation, both existing and proposed accesses shall be reviewed under the standards in "2" above. As a part of an expansion or alteration approval, the City may require relocation and/or reconstruction of existing accesses not meeting those standards.

**b. Access to Unimproved Streets**

Development may occur without access to a street built to City standards when that development constitutes infill on an existing substandard public street. A condition of development shall be to prepay the City for future street improvements according to current policies and procedures. This shall be required with approval of any of the following applications:

1. Land partitions;
2. Conditional Development;
3. Building permits for new nonresidential construction or structural additions to nonresidential structures (except accessory development); or
4. Building permits for new residential units.

The City Engineer may allow the developer to sign an irrevocable petition for public street improvements in lieu of prepayment if it is determined that:

1. Existing development along a particular street corridor is so extensive that the ability to fund a future street improvement project through the collection of additional prepayment fees is limited; or
2. Future improvement scenarios are uncertain to the extent that an estimate for street improvements cannot be generated with any degree of confidence.

**c. Vision Clearance**

1. Except within the Central Business (CB) Zone, vision clearance areas shall be provided at the intersections of all streets and at the intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety. The extent of vision clearance shall be determined from standards adopted by the City Engineer that consider functional classification of the streets involved, type of traffic control present at the intersection, and designated speed for the streets.
2. Traffic control devices, street lights, and utility installations approved by the City Engineer are permitted within vision clearance areas.

- d. **Backing or Maneuvering of Vehicles** - For developments requiring four or more parking spaces, vehicular backing or maneuvering movements shall not occur across public sidewalks or within any public street other than an alley, except as approved by the City Engineer. An exception to this provision may be granted for up to two parking spaces per dwelling unit for duplexes and triplexes (for a total of six spaces), provided that these spaces are within driveway areas designed to serve individual units within the duplexes and triplexes (e.g. a triplex might be designed such that a driveway led to each unit and two spaces could be accommodated in each dwelling unit's driveway). Evaluations of other requests for exceptions shall consider constraints due to lot patterns and effects on the safety and capacity of the adjacent public street and on bicycle and pedestrian facilities.
- e. **Screening** - All parking areas containing four or more spaces and all parking areas in conjunction with an off-street loading facility shall require screening in accordance with zoning requirements and Chapter 4.2 - Landscaping, Buffering, Screening, Natural Resource Protection, and Lighting. Where not otherwise specified by zone requirements, screening along a public right-of-way shall include a minimum 5-ft.-wide plant buffer adjacent to the right-of-way.
- f. **Lighting** - Lighting shall be consistent with the provisions outlined in Chapter 4.2.
- g. **Setbacks** - Where vehicles will be backing out from a driveway to the public right-of-way, all off-street parking shall be provided with a minimum 19-ft. setback from the sidewalk or future sidewalk to a garage or carport. Where no sidewalk location has been established, a 19-ft. setback from the right-of-way edge to the parking structure shall be used.

Nothing in this section shall imply or permit a lesser setback than that required by any other section of this Code.

- h. **Sidewalks** - Sidewalks shall be required in accordance with the provisions of section 4.0.30 of Chapter 4.0 - Improvements Required with Development.
- i. **Driveways**
  - 1. Driveways shall be surfaced as required by standards established by the City Engineer. No point along the driveway length shall traverse a slope in excess of 15 percent. The location and design of the driveway within the lot frontage shall provide for unobstructed sight per the vision clearance requirements in section 4.1.40.c. Requests for exceptions to these requirements will be evaluated by the City Engineer, who will consider the physical limitations of the lot and the safety impacts to vehicular, bicycle, and pedestrian traffic.
  - 2. Single-family (attached or detached) and duplex development shall be limited to a maximum 20-ft.-wide curb cut. An exception to this provision may be granted in situations where steep terrain (in excess of a 15 percent grade) prevents compliance. Additional exceptions to this requirement may be

obtained through the Lot Development Option or Planned Development procedures outlined in chapters 2.12 and 2.5, respectively.

- j. **Access between Sites via Parking Lots and/or Drives** - Where vehicular circulation between sites is appropriate to reduce offsite traffic impacts and/or to provide convenience for customers and/or delivery vehicles, vehicular connections between commercial developments shall be provided via parking lots and/or drives.

#### **Section 4.1.50 - MODIFICATION TO PARKING REQUIREMENTS**

Vehicle parking requirements may be modified as follows.

##### **4.1.50.01 - Compact Car Spaces**

Up to 40 percent of the required parking spaces may be reduced in size to accommodate compact cars. Compact car spaces should be located near the entrance to any lot or parking aisle.

##### **4.1.50.02 - Group Care Facilities**

Required parking spaces may be reduced in number for uses such as group care facilities where it can be demonstrated that vehicle use or ownership is significantly lower than for other dwelling or lodging facilities.

#### **Section 4.1.60 - STANDARDS FOR OFF-STREET LOADING FACILITIES**

Every retail or industrial use or premises mentioned in sections 4.1.30.c and 4.1.30.d with a gross floor area of 10,000 sq. ft. or more shall provide at least one off-street loading space onsite. One additional space shall be provided for each additional 20,000 sq. ft. or fraction thereof greater than 10,000 sq. ft.

Off-street loading facilities shall conform with the following standards:

- a. Each loading berth shall be at least 35- by 10-ft. and shall have a minimum height clearance of 14 ft.;
- b. Sufficient space for turning and maneuvering of vehicles shall be provided on the site in accordance with the standard specifications established by the City Engineer;
- c. Entrances and exits shall be provided at locations approved in accordance with applicable City ordinances and State statutes;
- d. No off-street loading facilities shall be required where buildings abut a public alley, provided that loading operations can be conducted from the alley in accordance with applicable traffic and parking ordinances; and
- e. Screening for off-street loading is required and shall be the same as screening for parking lots in accordance with section 4.1.40.

## **Section 4.1.70 - STANDARDS FOR BICYCLE ACCESS AND PARKING**

All bicycle parking facilities required in conjunction with development shall conform to the standards in this section. Bicycle parking shall be located onsite with safe, convenient access to the public right-of-way, and shall conform to the Bicycle Rack Specifications adopted by the City Engineer, as amended over time.

### **a. Location**

1. Safe, convenient pedestrian access shall connect the bicycle parking area to the main entrance of the site's principle use.
2. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas via curbing or other barriers to prevent damage to parked bicycles.
3. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.
4. Where bicycle parking facilities are not directly visible and apparent from the public right-of-way, entry and directional signs shall be used to direct bicyclists to the facility.
5. Bicycle parking facilities shall be placed in a location convenient to the main entrance of the site's principal use.
6. For security and convenience, bicycle parking facilities shall be located in areas visible to the adjacent sidewalks and/or vehicle parking areas within the site.

### **b. Dimensions**

1. Bicycle parking spaces shall be a minimum of 6- by 2-ft.
2. Overhead clearance in covered areas shall be at least 7 ft.
3. A minimum 5-ft.-wide aisle shall be provided beside or between each row of bicycle parking.

### **c. Enclosures and Racks**

1. Bicycle parking facilities shall include lockable enclosures (lockers) in which the bicycle is stored or stationary objects (racks) to which bicycles may be locked.
2. Lockers and racks shall be securely anchored to the pavement or to a structure.

3. Bicycle racks and covered bicycle parking shall be designed consistent with the standards of the City Engineer.

**d. Covering**

1. At minimum, 50 percent of the required bicycle parking shall be covered unless the facility is in a public park or in the Central Business Zone.
2. If vehicle parking is covered, a proportionate amount of bicycle parking shall also be covered. However, the minimum amount specified in "1" above shall be provided.
3. Covering for bicycle parking facilities shall be permanent and shall provide protection from precipitation.
4. Covering may be provided by an independent outdoor structure, a parking garage, a wide roof overhang, or a wide awning. Bicycle parking facilities may also be located within buildings, provided the other requirements of this section are met.

**e. Lighting**

1. For security and convenience, lighting shall be provided in bicycle parking areas such that the facilities are thoroughly illuminated and visible from adjacent sidewalks and/or vehicle parking areas during all hours of use. Lighting shall be consistent with Chapter 4.2 - Landscaping, Buffering, Screening, Natural Resource Protection, and Lighting.